

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

Official Minutes December 2, 2005

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**MINUTES OF REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN
KANSAS CITY, MISSOURI, ON FRIDAY, DECEMBER 2, 2005**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission held on Friday, December 2, 2005, in Kansas City, Missouri, was called to order at 9:30 a.m. by Marjorie B. Schramm, Chairman. The following Commissioners were present: Bill McKenna, Vice Chairman, James B. Anderson, Duane S. Michie, Mike Kehoe, and David A. Gach.

The meeting had been called pursuant to Section 226.120 of the 2000 Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the 2000 Revised Statutes of Missouri, as amended.

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Pete Rahn, Director of the Missouri Department of Transportation, and Rich Tiemeyer, Chief Counsel for the Commission, were present on Friday, December 2, 2005.

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*"Department" or "MoDOT" herein refers to Missouri Department of Transportation.
"Commission" or "MHTC" herein refers to Missouri Highways and Transportation Commission.*

CLOSED MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo., including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(11), (12) – Specifications for competitive bidding, sealed bids, or negotiated contracts.
2. Section 610.021(1) – Legal actions and attorney-client privileged communications.
3. Section 610.021(3), (13) – Personnel administration regarding particular employees.

Immediately prior to closing its meeting, and upon motion duly made and seconded to convene in closed session, the Chairman asked for a voice vote of the members. The vote was as follows:

Commissioner Schramm, Aye
Commissioner McKenna, Aye
Commissioner Michie, Aye
Commissioner Anderson, Aye
Commissioner Kehoe, Aye
Commissioner Gach, Aye

whereupon the Commission closed its meeting.

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APPROVAL OF MINUTES, REGULARLY SCHEDULED HIGHWAYS AND TRANSPORTATION COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI, ON WEDNESDAY NOVEMBER 9, 2005

Upon motion by Commissioner Michie, seconded by Commissioner McKenna, the Commission unanimously approved the minutes of its November 9, 2005, regularly scheduled meeting. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure the Commission members are well informed on issues requiring their action, the staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items on the Commission meeting agenda. Those items considered by the staff to be of a routine or noncontroversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to "consent agenda" is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of December 2, 2005, Consent Agenda

No items were removed from the December 2, 2005, consent agenda. Upon motion by Commissioner McKenna, seconded by Commissioner Gach, all items on the consent agenda were unanimously approved.

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REPORTS OF COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two committees: Audit Committee and Legislative Committee. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees.

Legislative Committee – Commissioner McKenna reported the following:

December 1, 2005, was the first day to file bills in the Missouri General Assembly for the 2006 session. While it is too early to determine specific transportation bills that will be filed this session, MoDOT will potentially be impacted by bills related to eminent domain and any bills filed as a result of the State Government Review Commission's recommendations.

The first day of the 2006 session begins January 4, 2006.

MoDOT and Patrol Employees' Retirement System Board of Trustees – Commissioner Anderson reported the following:

- The initial meeting of the 14-member Governor appointed State Retirement Consolidation Committee took place on November 30, 2005. (Senator John Griesheimer, Commissioner Anderson, Director Rahn, and Colonel Stottlemeyer represent the MoDOT and Patrol Employees' Retirement System (MPERS) Board of Trustees.) During this meeting, the Committee agreed on the following:
 1. Any consolidation plan would include a transition of governance.
 2. Issues pertaining to consolidation of medical, life, and disability plans will not be considered by the State Retirement Consolidation Committee.
 3. Any consolidation plan will include assurance that the current level of benefits will continue for MoDOT and Patrol retirees and employees.
 4. Any consolidation plan will include job security for the MPERS employees.

Commissioner Anderson reported that agreement among committee members could not be reached regarding a blended contribution rate.

Upon motion by Commissioner Anderson, seconded by Commissioner McKenna, the Commission unanimously reaffirmed its position on consolidating the Missouri State Employees' Retirement System with MPERS, as taken on March 24, 2005, including the

provision that it would only be receptive to consolidating the systems if a blended rate can be achieved which will result in the contribution rate for the uniformed and non-uniformed members of MPERS being decreased. Correspondence will be sent to the State Retirement Consolidation Committee advising the members of this action.

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MoDOT DIRECTOR'S REPORT

Director Pete Rahn shared the following three items with the Commission:

- MoDOT's annual report to the Joint Committee on Transportation Oversight was well received.
- Director Rahn assembled a Safe Access Team to evaluate the present design of Route 36 near South Shelby School in northeast Missouri. The Safe Access Team consists of design and safety engineers, a member of the Highway Patrol, and the Superintendent of the Jefferson City Public Schools System. It is anticipated that the team will complete its report prior to the January 2006 Commission meeting.
- Director Rahn pointed out that MoDOT activities have recently been highlighted in four national publications, including the November 2005 edition of *Roads and Bridges* magazine. He commended the staff for this positive recognition.

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DELEGATION REPRESENTING MISSOURI I-49 COALITION

Woody Cozad, lobbyist, Cozad Company Government Relations, and former Missouri Highway and Transportation Commission Chairman; Chuck Eddy, Kansas City, Missouri, City Councilman; Bob Grant, senior vice president, Greater Kansas City Area Chamber of Commerce; Bob Marcusse, president, Kansas City Development Council; Chris Gutierrez; president, Kansas City SmartPort, were the spokesmen for the I-49 Coalition.

Mr. Cozad emphasized that upgrading Route 71 to interstate standards (I-49) from

Harrisonville to I-44 would represent a major transportation link to ocean freight traffic. He recognized that a project of this magnitude would likely need additional designated federal funding, and he expressed the desire of the Missouri I-49 Coalition to assist in the effort to secure those funds. He stated that the Kansas City area government, city leadership, and business leadership have elevated the priority of the I-49 project to its top tier of needed improvements.

Councilman Eddy stated that completion of Route 71 to interstate standards was critical to continued growth in the Kansas City region.

Mr. Grant noted that Kansas City has historically been a transportation hub for interstate and international travel. He reported for the annual reporting period ending September 2005, exports were up 12 percent for the state of Missouri and 38 percent for the state of Kansas. He said extrapolating this data over a four-year period would result in the exports from the state of Missouri exceeding \$10 billion; therefore, delivering exports to the ports is critical to this growth.

Mr. Grant stated that the Kansas City Area Chamber's World Trade Center focuses on international trade. He said the corridor extending from Kansas City to New Orleans and its ports offers the opportunity for increased trade, as freight funnels from Canada and the northern states through the Kansas City region in direct route to the ports at New Orleans for distribution to Central America, South America, and Europe.

Mr. Grant expressed the Chamber's support for both the SmartPort initiative and the Missouri I-49 Coalition efforts.

Mr. Bob Marcusse, president, Kansas City Area Development Council, which is the regional economic development organization for the 18-county, bi-state Kansas City area,

pointed out that economic development occurs around population centers and along corridors. He asked the Commission, therefore, to include the upgrade of Route 71 to interstate standards in MoDOT's long-range highway improvement plan because it will result in substantial job creation and tax generation for the State of Missouri.

Mr. Marcusse reported that the former Richards-Gebaur Air Force Base, which is immediately adjacent to proposed Route I-49, is rapidly becoming an important asset within the Kansas City area relative to international trade, transportation, and job creation. He said Kansas City Southern Railroad had created a major inter-modal hub at that location, and a major developer from Chicago had recently developed the site as a substantial generator of commerce in the Kansas City area. He said, however, that these efforts could be maximized by improving Route 71 and designating it as I-49. Kansas City, Nevada, and Joplin are actively working through the Missouri I-49 Coalition to upgrade Route 71 to interstate standards in order to give western Missouri the opportunity to compete for world trade and commerce, job creation, and economic development in a way that would not otherwise be possible.

Mr. Chris Gutierrez, president, Kansas City SmartPort reported that the Missouri I-49 Coalition is aggressively pursuing the upgrade of Route 71 to interstate standards with both MoDOT Director Rahn and with members of Missouri's Congressional delegation.

Commissioner Anderson highlighted the projects that are already approved for the Kansas City region, including the Bella Vista Bypass. In response to an inquiry from Commissioner Anderson regarding the status of work on the I-49 corridor being pursued in other states, Mr. Gutierrez reported that Louisiana had recently received additional federal funding for the corridor in connection with hurricane damage relief efforts. Arkansas is also

continuing to pursue federal legislation; however, Arkansas did not fare as well as Louisiana in the current federal transportation bill. Missouri has been making very good progress, with the last link being the addition of interchanges on the portion of the improvement extending from Harrisonville to Route I-44.

Commissioner Michie reminded the delegation of the importance of river travel for the movement of freight and inquired about its relevance to their proposal. In response, Mr. Gutierrez reported that the Coalition continues to support the Mid-America Regional Council and other groups that are continuing to work with the northern states and the federal government on this important transportation mode to move freight.

The Commission thanked the members of the Missouri I-49 Coalition for their presentation and expressed support of the project in keeping with other transportation priorities.

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PRESENTATION BY THE DOWNTOWN COUNCIL OF KANSAS CITY

John Yacos, chairman of the Transportation Committee of the Downtown Council of Kansas City, and Steve Taylor, chairman of the Downtown Council of Kansas City, presented a resolution to MoDOT Director Pete Rahn and his staff commending MoDOT for completing work on the Paseo Bridge significantly ahead of schedule. Mr. Yacos also commended MoDOT District Engineer Beth Wright and her staff for their diligent work on this project. The project was completed two months ahead of schedule.

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DELEGATION FROM THE GREATER KANSAS CITY CHAMBER OF COMMERCE

Edward Mulcahy, Vice Chairman Surface Transportation Committee of the Greater Kansas City Chamber of Commerce spoke to the Commission about the Paseo Bridge Project. Mr. Mulcahy emphasized that the Chamber continues to hold transportation funding as a top priority and continues to support a comprehensive, multi-modal transportation system and a transportation plan that will support and increase economic development.

Mr. Mulcahy stated that the Chamber's current top priority is passage of the Smart Move initiative, which will legislatively enable a regional funding mechanism for public transit. He asked the Commission to support this legislative initiative because it will guarantee economic opportunity and growth in the Kansas City region.

Mr. Mulcahy commended the MoDOT staff for its efforts in completing rehabilitation work on the Paseo Bridge ahead of schedule and expressed pleasure with the funding opportunity made available by the federal transportation bill for a new Paseo Bridge. He stated that 180,000 vehicles cross the bridge daily. He said a new bridge would relieve growing congestion, serve as a landmark for Kansas City, and accommodate development on both sides of the Missouri River.

Mr. Mulcahy expressed support of the request made earlier in the meeting by the Missouri I-49 Coalition pertaining to upgrading Route 71 to interstate standards.

Mr. Mulcahy pledged the continued support of the Kansas City business community for increased transportation funding and a first-rate transportation system.

Commissioner McKenna stated that Amendment 3, passed by the voters in November

2004, and the federal transportation bill enacted by Congress in 2004 provided MoDOT with the opportunity to accelerate needed highway improvements. He said it was the Commission's hope that the progress made as a result of the accelerated program will provide Missourians with the confidence needed to secure a long-term funding solution for transportation.

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DELEGATION REPRESENTING CITY OF NORTH KANSAS CITY

Mayor Gene Bruns, City of North Kansas City, expressed concern with MoDOT's plan for reconstructing the interchange at Route 210/Armour Road. He pointed out various areas of development within the city and indicated that the interchange prototype as reflected in the Environmental Impact Statement would take too much access away from the city streets.

Mayor Bruns expressed the city's support for using the design-build concept to construct the project, which includes involving the communities affected by the project in the decision-making.

Chairman Schramm suggested that the City of North Kansas City continue to work with District 4 Engineer Beth Wright and the MoDOT staff regarding this issue.

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DELEGATION REPRESENTING NORTHLAND REGIONAL CHAMBER OF COMMERCE

Ed Ford, chair of the Planning and Development Committee of the Northland Regional Chamber of Commerce, expressed appreciation for past improvements in the area.

Mr. Ford reported that the 2006 top priorities of the Chamber include three items:

- Improvement to Tiffany Springs Parkway and I-29 Interchange.
- Construction of interchange at Route 169 and Northeast 96th Street.
- Enhancements to North Oak Trafficway (Highway 283) from 32nd Street to Vivion Road (US 69) including construction funds.

Commissioner Anderson expressed appreciation to the delegation for identifying local area needs and priorities, which appears to be in agreement with those identified through MoDOT's planning framework process. He commended the delegation for its long-standing leadership in the planning process.

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DELEGATION REPRESENTING THE MISSOURI RIVER CROSSING COMMITTEE

Tim Kristl, chairman of the Missouri River Crossing Committee, expressed support for the I-29/35 corridor project and reconstruction of a signature Paseo Bridge. The Missouri River Crossing Committee is a joint committee of the Greater Kansas City Area Chamber and the Northland Regional Chamber.

Mr. Kristl reported that the draft Environment Impact Statement for the I-29/I-35 project had been developed and sent to the Federal Highway Administration for review.

Mr. Kristl stated the committee's support for the use of the design-build concept for the I-29/I-35 corridor project, which, he said, would allow a significant opportunity to design a signature bridge. He noted that the committee would continue to work closely with District Engineer Beth Wright and her staff on this project.

Commissioner Anderson commended the Greater Kansas City Area and Northland Regional Chambers for working cooperatively to focus on a single need that has resulted in

additional funding for a new major river crossing in Kansas City.

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**DELEGATION REPRESENTING MID-AMERICA
REGIONAL COUNCIL (MARC)**

David Warm, Mid-America Regional Council, commended District Engineer Beth Wright and her staff on their cooperative working relationship with the Council. He said that as a result of this relationship, Kansas City had spent all of the suballocated funds available to the Kansas City region. He commended the MoDOT staff for its cooperative planning effort.

Mr. Warm advised the Commission that MARC is in the process of developing a broad-based Kansas City community effort that will pursue state legislation to raise funds for investment in a public transit system. He said the long-term need for public transportation has been made even more urgent in the last year due to increasing congestion, rising energy prices, and work force issues. The legislation will allow the Kansas City region to enact a sales tax to invest in a public transportation system. He reported that a recent poll concluded that over 60 percent of the voters indicate support of the plan and 80 percent expressed a desire to vote on the plan. He asked the Commission to support this effort.

Mr. Warm then complemented the Commission and MoDOT staff on the manner in which decisions were made regarding project selection and prioritization following voter approval of Amendment 3. He noted that the process engaged regional and local transportation partners and resulted not only in better decision, but also in better understanding of those decisions. He noted MARC is currently in the process of reviewing

MoDOT strategy for project selection as a result of the recently enacted federal transportation reauthorization bill. While that review is not complete, he encouraged the Commission to involve the local communities in making these significant transportation decisions.

Mr. Warm reiterated statements made by earlier presentations to the Commission regarding a new Missouri River crossing. He said the design-build concept for construction of the project would allow the cost and timeliness of the project to be defined; however, it complicates the process for engaging the community in the decisions and strategic direction of the facility. He encouraged the MoDOT staff to ensure that community expectations coincide with budget needs and schedules.

The Commission and Mr. Rahn thanked Mr. Warm for the very cooperative partnership between MARC and MoDOT. Commissioners Anderson and Michie commended Mr. Warm for his staunch leadership that contributed significantly to MoDOT current planning framework process, which engages the local communities in the decision-making process.

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UNSCHEDULED PUBLIC COMMENTS

I-29/I-35 Design-Build Project - Ron McLinden, Co-Chair of the Transportation Committee of the Ozark Chapter of the Sierra Club, spoke to the Commission about his concerns with using the design-build concept to construct the I-29/I-35 corridor project. Mr. McLinden noted that the Record of Decision from the Federal Highway Administration had not yet been issued; therefore, he felt the Commission might be premature in its decision to proceed with the design/build concept in the absence of public comment on the project. He stated that the project

makes no provision for public transit, even though the Kansas City area is focusing on the SmartMove concepts. Mr. McLinden further noted that the project has no provisions for high occupancy vehicle (HOV) lanes or other capacity management provisions. He said such provisions could result in a reduction in the amount of lanes being proposed for the bridge. Mr. McLinden pointed out the potential for strong opposition to the project from the adjoining neighborhood, which could result in court action.

Mr. McLinden noted that safe access for non-motorized vehicles and pedestrians should be included in any proposal for a new river crossing. He said another unresolved issue is whether the regional highway system south of the corridor could handle the additional traffic that would result from the improvement as proposed.

Mr. McLinden noted that the community strongly desired to have input to the ultimate design of the bridge. He said the design-build concept is new to MoDOT and he questioned the wisdom of using this concept for this major river crossing. He expressed concern that the funds recently used to rehabilitate the current Paseo Bridge will have been wasted if a new bridge is constructed and the current bridge taken down.

Mr. McLinden further stated his opinion that any future funding proposal for transportation must include a very significant element for public transit, inter-city rail, inter-city motor coach, ports, airports, and any other transportation mode that must compete for a limited amount of funding.

The Commission thanked Mr. McLinden for his comments and urged him to continue to work with the MoDOT staff as the I-29/I-35 project moves forward.

Ron McLinden
3236 Coleman Road
Kansas City, MO 64111
816-931-0498

Development in Columbus Park - Kite Singleton, co-owner of Columbus Park Developers, advised the Commission that his company is pursuing development of 2,200 acres in the Columbus Park area of Kansas City. He asked the Commission to support their efforts to relocate the MoDOT operations site currently in Columbus Park to allow commercial and residential development to take place.

Commissioner Schramm urged Mr. Singleton to continue working with the MoDOT staff regarding his request.

Kite Singleton
4950 Wyoming Street
Kansas City, MO
816-561-9393

Nelson-Pettis Farms, St. Joseph - Julie Guilmette, advised the Commission that she was the owner of Nelson-Pettis Farmstead, which consists of 150 acres. She said the farm was the first in the state of Missouri to be put on the National Historic Register. She said a number of years ago MoDOT had a plan for improvement of Route 752 that would have severed the farmstead. She asked the Commission if they needed to continue to fear such a negative impact on the property or whether they could be assured that the farmstead was safe from MoDOT property acquisition. She also asked if properties listed on the National Historic Register would keep them from being subject to eminent domain.

Chief Engineer Kevin Keith advised Ms. Guilmette that the improvement of Route 752 was no longer on MoDOT's short-term or long-range plan. He said while MoDOT has no plans to acquire the property, he could not assure her that the local community would not at some point have such an interest. He said that MoDOT makes every attempt to avoid acquisitions from properties listed on the National Historic Register when other means to construct transportation improvements are feasible.

Julie Guilmette
4401 Ajax Road
St. Joseph, MO 64507
816-279-1261

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STATEWIDE TRAFFIC DATA SERVICES CONTRACT

On behalf of the Director, Don Hillis, Director of System Management, recommended approval of a two-year agreement with National Engineering Technology Corporation to obtain traffic data on 5,500 miles of MoDOT roadways at a cost not to exceed \$6,150,000.

Mr. Hillis explained that the process used to obtain the real-time traffic data uses cellular phone tracking. This data will help MoDOT manage the roads, keep motorists informed of traffic delays, and be a planning tool to help focus resources on needed improvements. He explained that the cellular tracking method of traffic data is more cost efficient at \$560 per mile compared to \$2,900 for microwave sensors and \$6,000 for loop sensors. The two latter methods are also more expensive to install and difficult and costly to maintain. The contract is based on results; if no results are achieved, MoDOT will not incur costs. The contractor is assuming the risks in order to prove that the technology works.

Mr. Hillis emphasized that the referenced cellular technology will only pick up anonymous data. It will pick up the locations of phones that are turned on and be able to process the travel times and speeds. Missouri will be the first state to use this state-of-the-art technology on a statewide basis. Mr. Hillis point out, however, that the cell phone technology will not provide information pertaining to traffic volumes on a particular segment of the roadway or specify how many cars are in each lane.

In response to an inquiry from the Commission, Mr. Hillis explained that initially the public would access the travel data via the Internet and changeable sign messages along major

highway corridors. Other information distribution methods may become available with advancing technology.

Director Rahn added that the private-sector side of this arrangement would distill the information gathered through this effort to a finer level for marketing to the public on a fee basis. The information provided to MoDOT will be on a higher level. In addition to providing information to the public, MoDOT will archive the information for use in planning and addressing problems on the highways system. Mr. Rahn emphasized that no other state in the nation currently has the capability to provide information to the public in a manner that MoDOT will be able to do through this endeavor. He said this effort would allow cost-effective technology to be used to help Missouri citizens. He envisioned that even greater use would be made of this type of technology in the future allowing better decisions to be made regarding use of public resources.

Mr. Rahn stressed that the staff is sensitive to the public's concern about privacy, and he assured the Commission that neither National Engineering Technology Corporation nor MoDOT would be provided with personal information. It will be impossible, therefore, for either the vendor or MoDOT to have data that would allow them to track the movements of a single vehicle or individual. The proposed contract also provides that MoDOT's planning partners will have access to the information at no cost.

After discussion and upon motion by Commissioner Michie, seconded by Commissioner McKenna, the Commission unanimously approved the proposed contract subject to approval as to form by the Chief Counsel's Office and authorized the Chief Engineer to execute the contract.

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I-29/I-35 CORRIDOR, DESIGN-BUILD PROJECT PROPOSAL

On behalf of the Director, Dave Nichols, Director of Program Delivery recommended that the design-build concept be used to complete the four-mile I-29/I-35 corridor project. This project would be Missouri's second pilot design-build project, the first being the I-64/40 project in the St. Louis area.

The design-build concept is a team effort that anticipates the contractor and designer will work innovatively together to deliver a project as quickly as possible. MoDOT's role in this concept is to create project goals, including budgets and timelines. Mr. Nichols reported that the design-build method has been used for many years in both the United States and Europe for vertical construction, but has recently become more popular as a means to accelerate completion of large transportation projects. This concept would not be applicable to all transportation projects.

Mr. Nichols explained the step-by-step concept of the design build process, which requires bidders to be pre-qualified to confirm they have the proper financial structure, experience, and project management structure. The contractors will prepare their proposals in keeping with MoDOT's stated expected results. The bids will be evaluated in keeping with the factors associated with the results; selection will be based on best value. After selection of the contractor, the contractor team will merge with the MoDOT design-build team.

Beth Wright, District 4 District Engineer, explained that the Paseo Bridge currently carries two interstate routes across the Missouri River, with two lanes in each direction. She reported that main purpose of the project is to increase the capacity of the bridge, which is the gateway to Downtown Kansas City. She noted that the current Paseo Bridge had recently been

rehabilitated; however, that rehabilitation will extend the life of the bridge only eight to ten years.

Ms. Wright stated that the four-mile project begins at the northeast corner of the downtown loop, extends over I-29/35, crosses the Missouri River, and terminates at Route 210. It impacts both Kansas City and North Kansas City, and includes the Paseo River crossing.

Jim Shipley, District 4 Project Development Engineer, shared with the Commission the five goals for this design build project:

- Deliver the I-29/I-35 Corridor Project within the total budget of \$245 million.
- Construct a noteworthy Missouri River crossing structure(s) to provide a century of useful service.
- Maximize safety, mobility, and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Use the design-build method to meet or beat the project completion date of October 31, 2011.

Brian Kidwell, District 4 Operations Engineer, noted that the draft Environmental Impact Statement for the project is currently with the Federal Highway Administration for review. Subject to approval by the Commission, he projected that the contractor-designer team would be in place by Spring 2006, the project estimated to be under contract in 2007, and the project completed by October 31, 2011. He reported that MoDOT would be working with the elected officials and citizens through small advisory teams to stay abreast of community issues and concerns. He envisioned that workshops would be held from January through March 2006 to provide information to, and receive input from, the public about the project.

Commissioner Schramm commended the staff on their efforts to involve the public in the decision-making process regarding this project.

Director Rahn noted that the I-64 project in St. Louis (approved by the Commission in October 2005 for use of the design-build concept) and the I-29/I-35 project being recommended by the staff during this presentation both represent projects that are critical to the region; they are high traffic corridors which demand that the improvements be completed quickly; and the success of each project will determine MoDOT's future reputation within the two largest metropolitan areas of the state. These projects will determine whether the design-built concept will be appropriate for use on future complex projects.

After discussion and upon motion by Commissioner McKenna, seconded by Commissioner Gach, the Commission unanimously:

- Approved the four-mile I-29/I-35 Corridor Project to be Missouri's second pilot design-build project.
- Authorized the Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the I-29/I-35 design-build project, except that any change resulting in an expenditure of two percent over the project cost will be presented to the Commission.
 - Certify documents needed for filing the I-29/I-35 Corridor Project for condemnation, subject to Commission ratification.
 - Make right of way administrative settlements on the I-29/I-35 Corridor Project.
 - Execute agreements, affidavits, and related documents on the I-29/I-35 Corridor Project.
 - Execute agreements with local governments, including other entities for cost-share, enhancements, use of property, environmental mitigations, and other needs on the I-29/I-35 Corridor Project.
 - Approve and execute construction change orders on the I-29/I-35 Corridor Project.
 - Execute documents to dispose of excess property owned in fee simple title on the I-29/I-35 Corridor Project, consistent with statutory requirements.

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KANSAS CITY SCOUT RAMP METERING SOFTWARE DEVELOPMENT

On behalf of the Director, Beth Wright, District 4 District Engineer, requested approval to enter into an agreement with Mixon/Hill, Inc., to develop software leading to the implementation of a ramp metering pilot project in the Kansas City metropolitan region. Ramp metering is a technology that utilizes signals at freeway on-ramps to regulate the flow of vehicles onto the interstate during congested conditions. In order for ramp meters to operate effectively, customized and adaptive software needs to be developed so ramp meters are fully automated and are activated when traffic conditions warrant their use.

Via approval of the consent agenda, the Commission unanimously approved the recommendation, at a cost not to exceed \$400,000, and authorized the Director, Chief Engineer, or Director of System Management to execute the contract subject to Chief Counsel's Office approval as to form.

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MEDICAL AND LIFE INSURANCE PLAN, MEDICAL AND LIFE INSURANCE PLAN OPEN ENROLLMENT

On behalf of the Director and the Medical and Life Insurance Plan Board of Trustees, Jeff Padgett, Manager of Employee Benefits, reminded the Commission that it had approved open enrollment periods for employees and retirees at its September 2005 meeting. After further discussion of open enrollments with the Board of Trustees for the Medical and Life Insurance Plan, Mr. Padgett recommended that future open enrollment periods be limited to employees and not be available to retirees.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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**MEDICAL AND LIFE INSURANCE PLAN,
PHARMACY BENEFITS CONSULTING SERVICES**

On behalf of the Director and the Medical and Life Insurance Plan Board of Trustees, Jeff Padgett, Manager of Employee Benefits, recommended approval of a one-year contract with Independent Pharmaceutical Consultants, Inc., to provide consulting services, including analysis of statistical data relative to the pharmacy benefit provided under the Medical and Life Insurance Plan at an estimated cost of \$96,000 (excluding Medicare coordination). Independent Pharmaceutical Consultants, Inc., is the current vendor and only known source of consulting services including analysis of statistical data relative to the pharmacy benefit provided under the Medical and Life Insurance Plan. The term of the proposed contract extends from January 1, 2006, through December 31, 2006.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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**RAINTREE LAKE VILLAGE TRANSPORTATION DEVELOPMENT DISTRICT,
APPOINTMENT OF AN ADVISOR AND APPROVAL OF THE PROJECT**

On behalf of the Director, Beth Wright, District 4 Engineer and Roberta Broeker, Chief Financial and Administrative Officer, presented the following Raintree Lake Village Transportation Development District proposed transportation projects which will consist of three phases:

Phase 1:

1. A raised median along Route 150 (M-150) in front of the site driveway, which shall extend 100 feet in each direction from the outside curb radii of the new driveway and must be constructed at the time the proposed site driveway to M-150 is constructed.
2. An eastbound right-turn lane along M-150 at the proposed site drive, which shall be approximately 150 feet in length plus taper.
3. A span-wire traffic signal at M-150 and Regatta Drive.

4. A westbound left-turn lane along M-150 at Regatta Drive, which shall be approximately 200 feet in length, plus taper.
5. An eastbound left-turn lane along M-150 at Regatta Drive, which shall be approximately 200 feet in length, plus taper.
6. An extension of the second eastbound through lane on M-150, which currently ends in front of the site, to Regatta Drive and terminating as a right-turn lane at Regatta Drive.
7. Modifications to the median along Ward Road at the site access drive to allow full access and a southbound left-turn lane into the site on Ward Road.
8. A northbound approach at Regatta Drive to provide for two northbound lanes extending from M-150 to LeMans Lane.
9. Restriping of the northbound approach at Regatta Drive to provide for separate left-turn and right-turn lanes.
10. At the intersection of Regatta Drive and M-150, reconstruct the north approach of Regatta Drive/M-150 in public right-of-way and on private property, as needed, to align the north approach with the south approach.
11. A northbound right-turn lane along Ward Road at the site driveway, which shall be approximately 150 feet in length, plus taper.

Phase 2 consists of a second northbound left-turn lane along Ward Road at M-150 with modification of the traffic signal to accommodate the second lane. This phase may be delayed until such time as M-150 is widened to provide two westbound through lanes west of Ward Road.

Phase 3 consists of improvements to M-150 from Route 291 on the east to the western boundary of the City on the west. Such improvements shall be subject to final approval by the Commission and shall include widening M-150.

Via approval of the consent agenda, the Commission unanimously (1) appointed the District 4 District Engineer as the Commission advisor to the Raintree Lake Village Transportation Development District's board of directors and (2) found that the Commission's portion of the project was a necessary and desirable extension of the state highways and transportation system, subject to the Development District making any revisions in the plans and specifications required by the Commission and subject to the Development District entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. In keeping with the Commission's Delegation of Authority to

Execute Documents, the Director, Chief Engineer, or respective business unit director may execute the related agreements.

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NORTHWOODS TRANSPORTATION DEVELOPMENT DISTRICT, APPOINTMENT OF AN ADVISOR AND APPROVAL OF THE PROJECT

On behalf of the Director, Roger Schwartz, District 5 Engineer, and Roberta Broeker, Chief Financial and Administrative Officer, presented the following Northwoods Transportation Development District proposed transportation projects:

1. Construction of additional lanes along the east side of Route 763 adjacent to the District.
2. Remaining construction necessary for use of the intersection of Route 763 and American Parkway, including construction of a 100-foot right-turn lane for northbound to eastbound movement from Route 763 onto American Parkway and construction of a raised channelizing island which prohibits westbound left turns and through movement from American Parkway onto Route 763.
3. Construction of American Parkway from Route 763 through the District to its terminus at Smiley Lane.
4. Construction of Saddlebrook Place from American Parkway to the south property boundary of the District.
5. Construction of the roundabout intersection of Saddlebrook Place and American Parkway.
6. Construction of the access point where American Parkway connects with Smiley Lane, construction which increases the width of said access point to 42 feet, and construction of a designated left-turn lane from American Parkway onto Smiley Lane.
7. Construction of sidewalks, pedways, and bike lanes along Route 763, Smiley Lane, American Parkway, and Southbrook Place where each roadway is adjacent to or within the boundary of the District.
8. Construction of a 30-foot wide service road to provide the District an access point to Smiley Lane. The service road extends south within the District approximately 150 feet from Smiley Lane and is located east of American Parkway and west of the eastern boundary of the District (East Access).
9. Construction of a two-way left-turn-lane on Smiley Lane from the westbound left-turn storage lane at Route 763 to 100 feet east of the East Access, extension of westbound dual left turns to 220 feet, and payment for utility relocation and storm water facility relocation along Smiley Lane required as a result of transportation related improvements associated with the District.
10. Construction of a 30-foot wide road within the District that connects American Parkway and Smiley Lane (Internal Road).

11. Construction of access points where the Internal Road connects with American Parkway and with Smiley Lane, including construction of a raised channelizing island to restrict left-turn movements from the Internal Road onto Smiley Lane.
12. Construction to widen the access point to the District on Smiley Lane between American Parkway and the Internal Road to 42 feet in width and increase its north to south length to 150 feet or more and construction of a designated left-turn lane from said access point onto Smiley Road.
13. Signalization improvements to the intersection of Route 763 and Smiley Lane including, but not limited to, elimination of the protected left-turn arrow for the northbound to west-bound movement during periods of peak traffic.
14. Construction of surface water drainage structures made reasonably necessary by roadway improvements within or adjacent to the District including all environmental protection measures required in order to avoid environmental damage as a result of surface water drainage from roads, roadway ditches, intersections, and transportation improvements.
15. Payments for necessary right-of-way acquisitions, easements, construction of pedways, sidewalks, surface water drainage facilities, and all other necessary construction of roadway, aesthetic improvements, signage, landscaping and buffering, traffic signals, and specialty lighting reasonably required in order to implement those portions of the development plan for the Northwoods development as they are related to the above-described roadways and transportation improvements, all as shown, comprehended by, and depicted on the development plan which is hereafter approved by the City Council of the City of Columbia, as amended from time to time thereafter, as well as those depicted on the final site plan for the Development and for those depicted on the final plan for the Development.
16. Payment of necessary civil engineering fees, professional fees, permit costs, and all costs of obtaining federal and state licenses and permits reasonably required for the construction of the foregoing improvements.
17. Payments of all other legal and professional fees, licenses, and costs reasonably related to and authorized to be paid in connection with the construction of the foregoing improvements, as well as all costs associated with the establishment and operation of the District as permitted by the Act.

Via approval of the consent agenda, the Commission unanimously (1) appointed the District 5 District Engineer as the Commission advisor to the Northwoods Transportation Development District's board of directors and (2) found that the Commission's portion of the project was a necessary and desirable extension of the state highways and transportation system, subject to the Development District making any revisions in the plans and specifications required by the Commission and subject to the Development District entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, or respective business unit director may execute the related agreements.

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**2006 STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM, 2006 AMENDMENT**

On behalf of the Director, Machelles Watkins, Transportation Planning Director, recommended that ten new construction projects totaling \$2,366,000 be added to the 2006-2010 Statewide Transportation Improvement Program, as listed below.

County	Route	Job No.	Description of Location/Improvement
Buchanan	116	1S0995	Replace bridge over Little Sugar Creek 0.4 mile east of Route M.
Jackson	70	4I1782	Repair median guardcable from Route 7 to the Jackson County Line.
Jackson	435	4I1783	Repair median guardcable from 87 th Street to the Missouri River Bridge and from I-35 to Route 210.
Lafayette	70	4I1784	Repair median guardcable from the Jackson County line to the Saline County line.
Ray	13	4P1785	Repair median guardcable on Route J/13 from relocated Route 13 north 1.94 miles.
Various	Various	4P1786	Repair guardrail at various locations in the urban District 4 area.
Various	Various	4P1787	Repair guardrail at various locations in the rural District 4 area.
Cole	54	5P0909	Grading to improve sight distance along west outer road of westbound Route 54 near Stadium exit.
Osage	C	5S0895	Right of way acquisition for improvements near Big Loose Creek west of Frankenstein.
Jefferson	67	6P1920	Reconstruct signal facilities at Meyer Road.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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CONSIDERATION OF BIDS ON FEDERAL-AID AND STATE PROJECTS

Award of Contracts November 18, 2005 Bid Opening

On behalf of the Director, Dave Nichols, Director of Program Delivery, stated that bids for road and bridge improvement projects had been received on November 18, 2005.

Mr. Nichols, presented a tabulation of the bids received on all projects and recommended awards be made to the lowest responsive and responsible bidder noted below.

Route County Project Call	<u>Bid Amount</u>	<u>Non- Contractual Costs</u>	<u>Contractor</u>
Call 101 Y Nodaway J1S0829	594,084.55		Boone Construction Co. Columbia, MO
Call 102 D Caldwell J1S0573	277,609.60	6,240.72	Boone Construction Co Columbia, MO
Call 103 69 Clinton J1S0822	893,322.75		Boone Construction Co. Columbia, MO
Call 104 35 Daviess J1I0895	20,351,800.94	1,312.00	APAC-Kansas, Inc., Kansas City Division Overland Park, KS
Call 301 151 Audrain/Boone J3L0600A	474,558.70		Chester Bross Const. Co./ C.B. Equipment, Inc. Hannibal, MO
Call 302 15 Knox/Scotland J3L0600D	816,211.85		W. L. Miller Company Hamilton, IL

Call 501			
5	2,898,962.82	656.00	Gaines Construction, Inc.
Camden			Wentzville, MO
J5L0500E			
FF			
Benton			
J5L0500F			
7			
Benton			
J5L0600B			
65			
Benton			
J5P0778			
Call 502			
54	363,939.44	656.00	APAC-Missouri, Inc.
Camden			Columbia, MO
J5P0854			
Call 601			
64	11,286,776.45	656.00	Fred Weber, Inc.
St. Louis City			Maryland Heights, MO
J6I1605			
Call 602			
270	7,851,000.00	656.00	Pace Construction Company
St. Louis			St. Louis, MO
J6I1715			
Call 603			
255	6,475,045.32*	656.00	St. Louis Bridge Construction
St. Louis Co., MO/Monroe County, IL			Company
J6I1613			St. Louis, MO
Call 604			
70	1,985,748.40	800.00	Millstone Bangert, Inc.
St. Charles			St. Charles, MO
J6I1692			
Call 606			
Various	79,118.00	70,990.00	Gerstner Electric, Inc.
St. Louis/Jefferson			Fenton, MO
J6S1684			

Call 607 340 St. Louis J6D0600G	1,910,000.00	656.00	Pace Construction Company St. Louis, MO
Call 801 160 Greene J8U0535	12,800,663.37	958.56	APAC-Missouri, Inc. Columbia, MO
Call 802 160 Taney/Stone J8L0600C	319,301.17	6,211.00	Leo Journagan Construction Co., Inc. Springfield, MO
Call 803 44 Laclede J8I0747 44 Laclede J8I0748 44 Laclede J8D0600R	14,482,036.82	1,323.50	APAC-Missouri, Inc. Columbia, MO
Call 901 60 Carter J9P0359D	11,316,759.25	1,870.00	McAninch Corporation Des Moines, IA
Call 902 Park Roads St. Francois J0L06JOE H Washington J9L0600A E Washington J9L0600B 32 Washington J9L0600C	616,622.81		Lead Belt Materials Co., Inc. Park Hills, MO

Call 904 160 Ripley J9P0571	199,999.00		R. L. Persons Construction, Inc. Poplar Bluff, MO
Call X02 412 Dunklin J0P0570	7,810,639.85	656.00	Illinois Valley Paving Co. Springfield, IL
Call X03 Bus. 60 Butler J0P0915	465,000.00		Pace Construction Company St. Louis, MO
Call X04 Bus. Rt. 60 Stoddard J0P0916	540,000.00**		Pace Construction Company St. Louis, MO
Call X05 OO St. Francois/Madison J0S0927	815,442.45		Lead Belt Materials Co., Inc. Park Hills, MO
Call X06 67 Butler J0P0918	2,364,926.73	656.00	Sierra Brave Contractors, L.L.C. Sesser, IL
Total	<u>\$107,989,570.27</u>	<u>\$94,953.78</u>	

* Funding by IDOT \$3,237,522.66

**Funding by City of Dexter \$73,979.29

Construction speed limits conform to the standard work zone speed limits shown on Standard Drawing No. 616.10 as approved by the Commission.

Authority to Reject Bids

On behalf of the Director, Dave Nichols, Director of Program Delivery, advised the Commission that bids were received November 18, 2005 for the following projects. He recommended the bids be rejected because they were considered excessive.

Route	County	Project
Call 105		
E	Buchanan	J1L0600A
F	Clinton	J1L0600D
Y	Clinton	J1L0600E
Call 503		
5	Camden	J5P0851
Call 903		
HH	Dent	J9L0600N
49	Crawford	J9L0600P
Call X01		
412	Dunklin	J0P0936

Concurrence in Award of Contract

Mr. Nichols recommended the Commission concur with the City of Stockton in awarding the following contract to the low bidder listed below.

Route	County	Bid		
Project	Description	Opening Date	Bid Amount	Contractor
32 Cedar J7P0795	Route 32/Route 39 Intersection	10/19/2005	\$470,112.38	Columbia Curb & Gutter Co. Columbia, MO
*MoDOT is responsible for \$197,500.00				

Commission Action

After consideration and upon motion by Commissioner McKenna, seconded by Commissioner Gach, the Commission took the following action. Commissioner Michie abstained on action pertaining to Call X04.

1. Awarded contracts to the lowest responsive and responsible bidders for bids received on November 18, 2005, as recommended and noted above. The Commission approved the allocation of funds covering the non-contractual costs for these projects as indicated on the above tabulation.
2. Rejected the bids on Calls 105, 503, 903 and X01 from the November 18, 2005, letting.
3. Concurred with the city of Stockton in the award of Job No. J7P0795, Route 32, Cedar County

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, Chief Financial and Administrative Officer, or the Director of Program Delivery may execute the contracts awarded above.

Mr. Nichols clarified that some projects on which bids were rejected via the above Commission action would be expeditiously repackaged and rebid; others, which are maintenance projects, will likely be accomplished by an alternative means. Commissioner Anderson commended the staff on its efforts to quickly rebid projects on which bids must be rejected.

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CHANGE IN ACCESS, SHIFTING AND WIDENING STATE HIGHWAY ENTRANCE, ROUTE 100, FRANKLIN COUNTY

On behalf of the Director, Ed Hassinger, District 6 Engineer, recommended approval of a request from Wal-Mart Stores East, a Delaware Limited Partnership, to relocate a 20-foot entrance at the northerly right-of-way line opposite Station 1251+65 on Route 100 to a location opposite Station 1260+89.15, and widen the entrance to 84 feet. (The Commission specifically approves the widening of all entrances beyond 60 feet. See February 13, 1997, Commission minutes for "Policy-Change in Access on Limited Access Roadways.") The \$4,500 compensation due the Commission is based on the Department's Value Determination Schedule.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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**DISPOSAL OF EXCESS PROPERTY,
ROUTE 78, JACKSON COUNTY**

On behalf of the Director, Beth Wright, District 4 Engineer, recommended conveyance of 1.55 acre of land, Excess Parcel No. E4-0454, on Route 78, Jackson County, to Paul A. McClain, sole bidder, for a consideration of \$58,100. The parcel was acquired in conjunction with the construction of Route 78 as part of Job No. J4U0916. The Commission acquired the parcel via a General Warranty Deed on August 12, 1998, from Blue Valley Community Service, Inc.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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**DISPOSAL OF EXCESS PROPERTY,
ROUTE AC, BOONE COUNTY**

On behalf of the Director, Roger Schwartze, District 5 Engineer, recommended conveyance of Excess Parcel No. E5-0424, on Route AC, Boone County, to Property Development, Inc. (the only abutting owner), in exchange for the Commission receiving a small tract (valued at \$4,100) and Property Development, Inc., constructing an additional turn lane (estimated at \$105,550). The 0.53-acre subject parcel, which was acquired in conjunction with the construction of Route AC, is held in fee simple title and is non-stand-alone; therefore, it is being conveyed to the only abutting owner.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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ROADWAY LOCATION AND DESIGN

On behalf of the Director, District Engineers informed the Commission that preliminary plans and exhibits for the following projects were presented at a public hearing.

Route 50/63, Cole County
(Expressview Drive to City View Drive)
Job No. J5P0844
Public Hearing Held July 13, 2004

This proposed improvement provides a new interchange at Route 50/63 and City View Drive. The existing at-grade intersections at Eastwood Drive/LePage Road and City View Drive will be closed. The intersections of Expressview Drive and Rolling Hills Road/Schott Road will be revised to “right-in/right-out” intersections. This project will have fully controlled access right of way. Traffic will be maintained on Route 50/63 during construction. This project is 1.4 miles in length.

Mr. Roger Schwartze, District 5 Engineer, recommended approval of the design of the proposed improvements as presented at the public hearing, with modifications that the intersections of Route 50/63 at Expressview Drive and Schott Road/Rolling Hills Road be constructed as “right-in/right-out” intersections.

Route 100, Gasconade County
Job No. J5S0824
Public Hearing Held October 17, 2005

This proposed improvement provides improved safety at the intersection of Routes 100 and 19 by realigning the intersection to better accommodate turning movements of large vehicles and replacement of the bridge over Frene Creek on Route 100. This project will have limited access right-of-way. Routes 100 and 19 will remain open during construction; a short detour through city streets will be used when constructing the tie-ins. The project is 0.2 miles in length.

Mr. Roger Schwartze, District 5 Engineer, recommended that the Commission approve the location and design as presented at the public hearing.

Route F, Callaway County
Job No. J5S0504
Public Hearing Held October 4, 2005

This proposed improvement provides for the replacement of the bridge over Miller Creek that is both structurally deficient and functionally obsolete.

Proposed lane widths are 12 feet and shoulder widths are 4 feet. This project will have normal access right-of-way. Route F will be closed at the bridge location during reconstruction of the bridge and roadway approaches.

Mr. Roger Schwartze, District 5 Engineer, recommended approval of the location and design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social, and environmental effects of the recommended designs, the Commission, via approval of the Consent Agenda, unanimously found and determined the recommended designs would best serve the interest of the public and approved the recommendation.

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-- REPORTS --

MoDOT FINANCIAL REPORT – FISCAL YEAR 2006

Roberta Broeker, Chief Financial and Administrative Officer, presented the Financial Report for the four months ended October 31, 2005 with budget and prior year comparisons.

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